BookletChart™

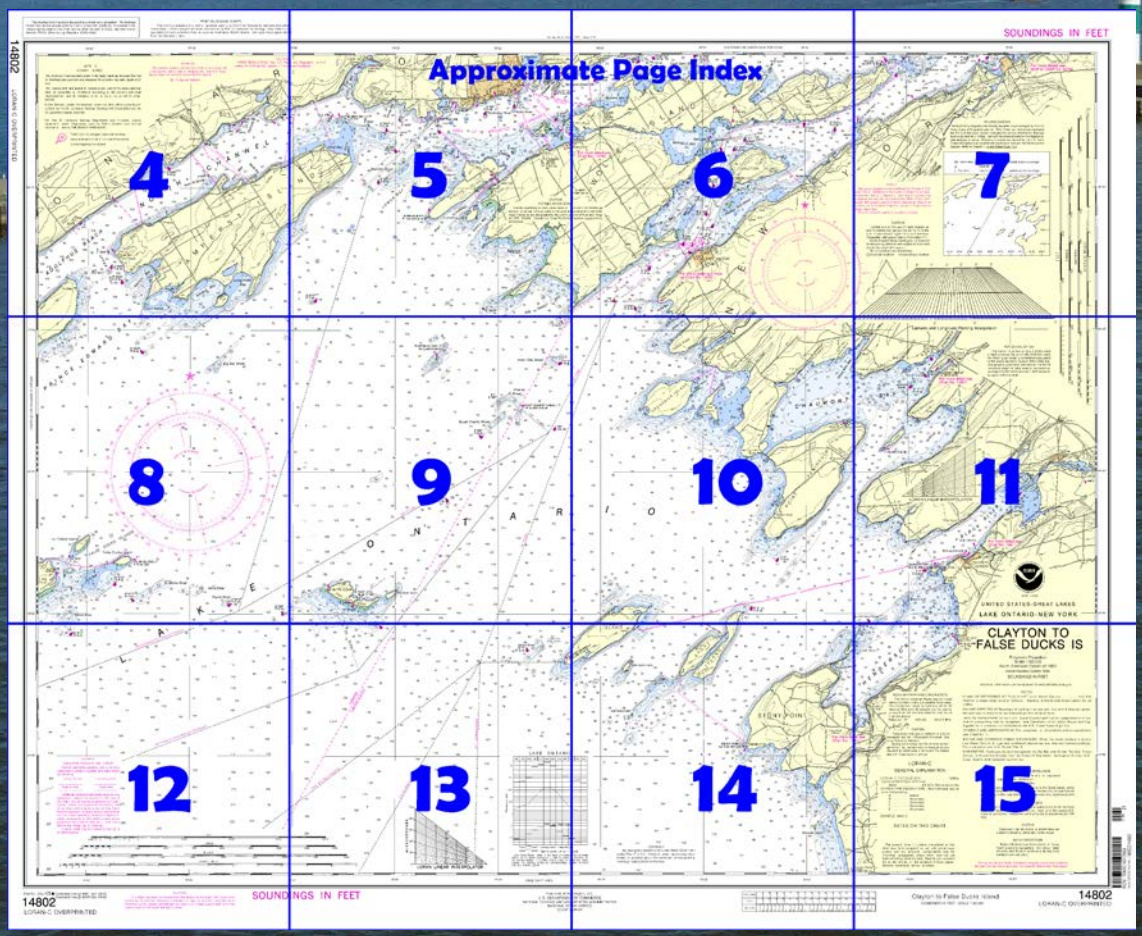
Clayton to False Ducks Island

NOAA Chart 14802

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14802

(Selected Excerpts from Coast Pilot)
Kingston Harbour, serving the city of **Kingston, ON,** is on the north side of the head of the St. Lawrence River at the mouth of **Cataraqui River.**
The Rideau Waterway connects the Ottawa River at **Ottawa, ON,** with the head of the St. Lawrence River at Kingston. From Ottawa, the waterway follows the **Rideau River** upstream to its source in the **Rideau Lakes**, a distance of 123.5 statute miles (107.3 nm).
About 3 statute miles (2.6 nm) above Bartlett Point, the International boundary passes between the west end of Grindstone Island and the east end of Wolfe Island and thence follows close to the south shore of Wolfe Island into Lake Ontario.
Between the upper end of Grindstone Island and **Hickory Island,** an unmarked channel of natural deep water leads from the main vessel route north to connect with Canadian Middle Channel. The channel is bordered closely by islands, rocks, and shoals.
The shoreline southeast for about 11 miles from Tibbetts Point to Point Peninsula is irregular, with bays and outlying islands and shoals.
Tibbetts Point, 3 miles southwest of Cape Vincent, NY, is on the south side of the main ship channel leading from the St. Lawrence River to Lake Ontario. **Tibbetts Point Light** (44°06.0'N., 76°22.2'W.) is shown from a white conical tower on the point. Reefs extend off about 1,000 feet around the point, and a rock ledge, with a least depth of 18 feet near its outer end, extends about 1 mile southwest from the point. A lighted buoy marks the southwest end of the ledge.
Wilson Point is about 1 mile southeast of Tibbetts Point and is separated from it by **Fuller Bay,** which extends inshore about 0.5 mile. A rocky spit, with 11 feet near its outer end and shoaler water inside, extends about 0.6 mile southwest from Wilson Point. **Wilson Bay,** a rectangular indentation about 1 mile long and 0.5 mile wide, opens between Wilson Point on the N and **Dablon Point** on the S. The bay has depths of 10 to 20 feet, but the deep water at the entrance narrows between the spit extending from Wilson Point and a shallow bank extending 0.9 mile W from Dablon Point. This bank has a depth of 11 feet at the outer end and a 4-foot spot 0.65 mile west of Dablon Point.
Mud Bay, a narrow, shallow inlet about 1.4 miles long, is east of Dablon Point with **Baird Point** on its S side.
Grenadier Island, 2.3 miles long and 1.4 miles in maximum width, is 0.8 mile southwest of Baird Point. **Fox Island,** east of Grenadier Island, is irregularly shaped, about 0.8 mile across at its south end and quite narrow at its north end. Between Fox Island and Grenadier Island is a shallow passage about 0.6 mile wide, with depths of 6 to 8 feet. An expanse of shallow water with mud bottom separates both islands from the shore. The shallow water extends off the southwest side of the islands as much as 1.2 miles and extends southeast to Point Peninsula.
Allan Otty Shoal, about 4.7 miles southwest of Tibbetts Point Light, is a narrow ridge about 0.5 mile long east and west, with rocks covered 10 feet along the north edge. A lighted buoy marks the southeast side of the shoal.
Charity Shoal, **East Charity Shoal,** and **South Charity Shoal,** 5 to 6 miles west of Grenadier Island, form a group of outlying rock obstructions in the approach to the south channel of the St. Lawrence River.
Charity Shoal, the northernmost, is a narrow rocky ledge about 0.7 mile long and 0.25 mile wide, with a least depth of 1 foot near the west edge. A buoy marks the west side of the shoal.
East Charity shoal, southeast of Charity Shoal, has a least depth of 8 feet and is marked by a light. The passage between Charity and East Charity Shoals is rendered unsafe by South Charity Shoal, a narrow ridge about 0.9 mile southwest of East Charity Shoal Light, having a least depth of 11 feet. The southwest extremity of South Charity Shoal is marked by a lighted buoy. About 3.7 miles south-southwest of South Charity Shoal, a detached 25-foot shoal is marked by a lighted buoy. An unmarked shoal with a least depth of 24 feet is about 5.5 miles southwest of South Charity Shoal.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WXN-68 162.475 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.061" northward and 1.326" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

SPEED REGULATIONS. See U.S. Rules and Regulation for U.S. waters. 33 CFR Part 401, carried, in the Seaway Handbook.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE C
SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.

The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.

10 Traffic Control calling-in point with number; arrow indicates direction of vessel movement. Consult Seaway Handbook.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

AIDS TO NAVIGATION Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Bouys and Fog Signals for information not included in the U.S. Coast Guard Light List.

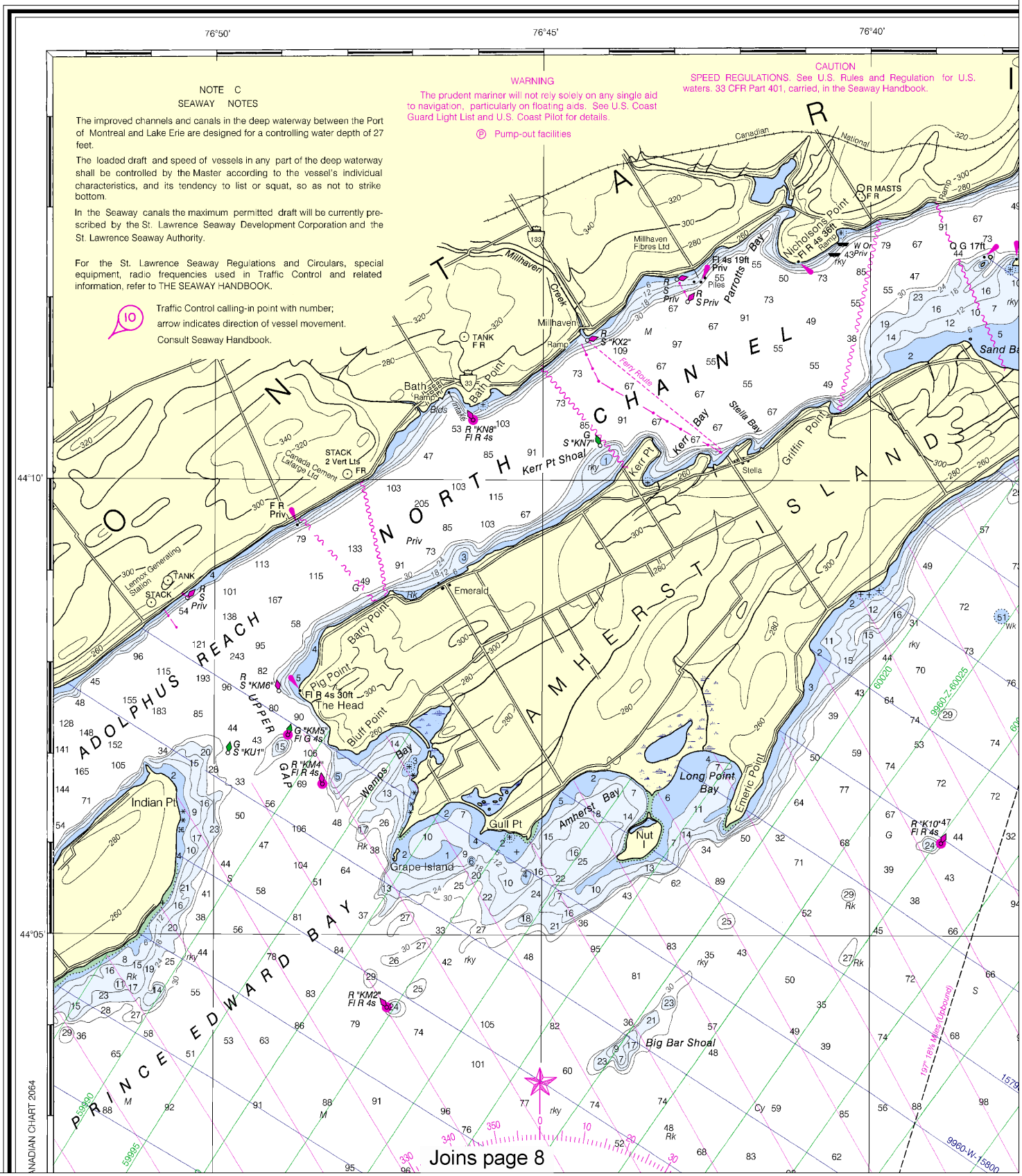
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft
Referrd to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.



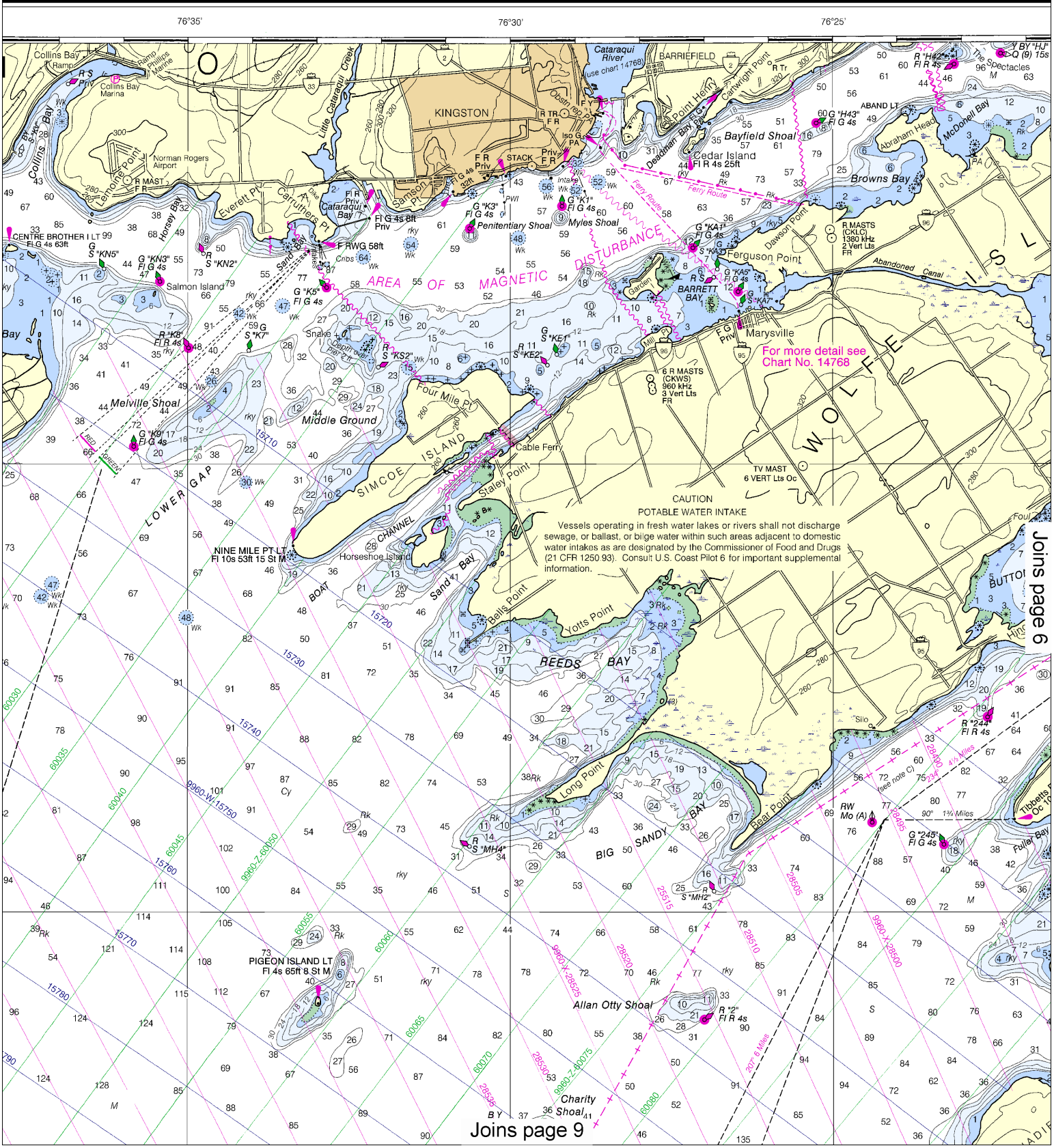
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

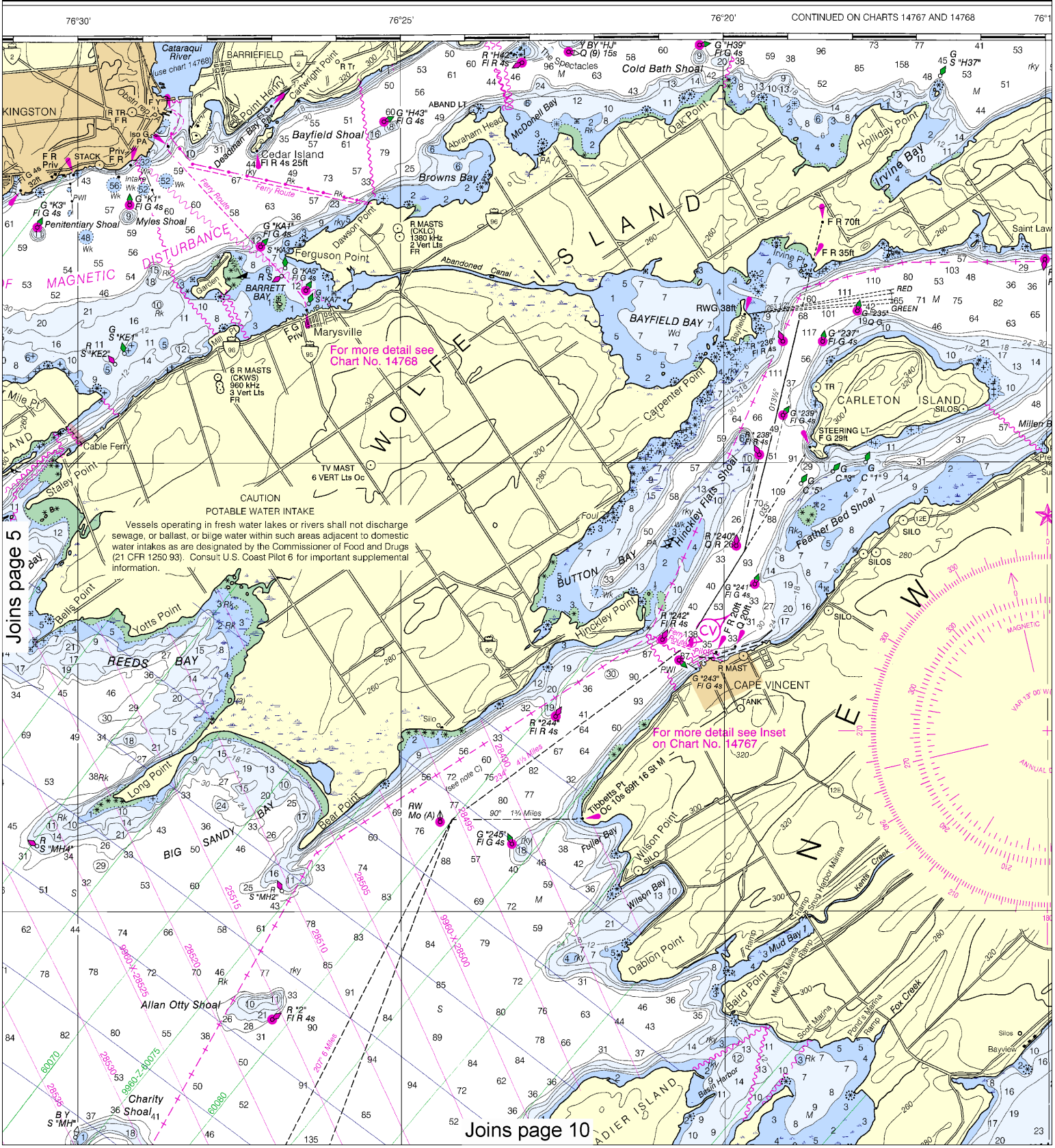
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

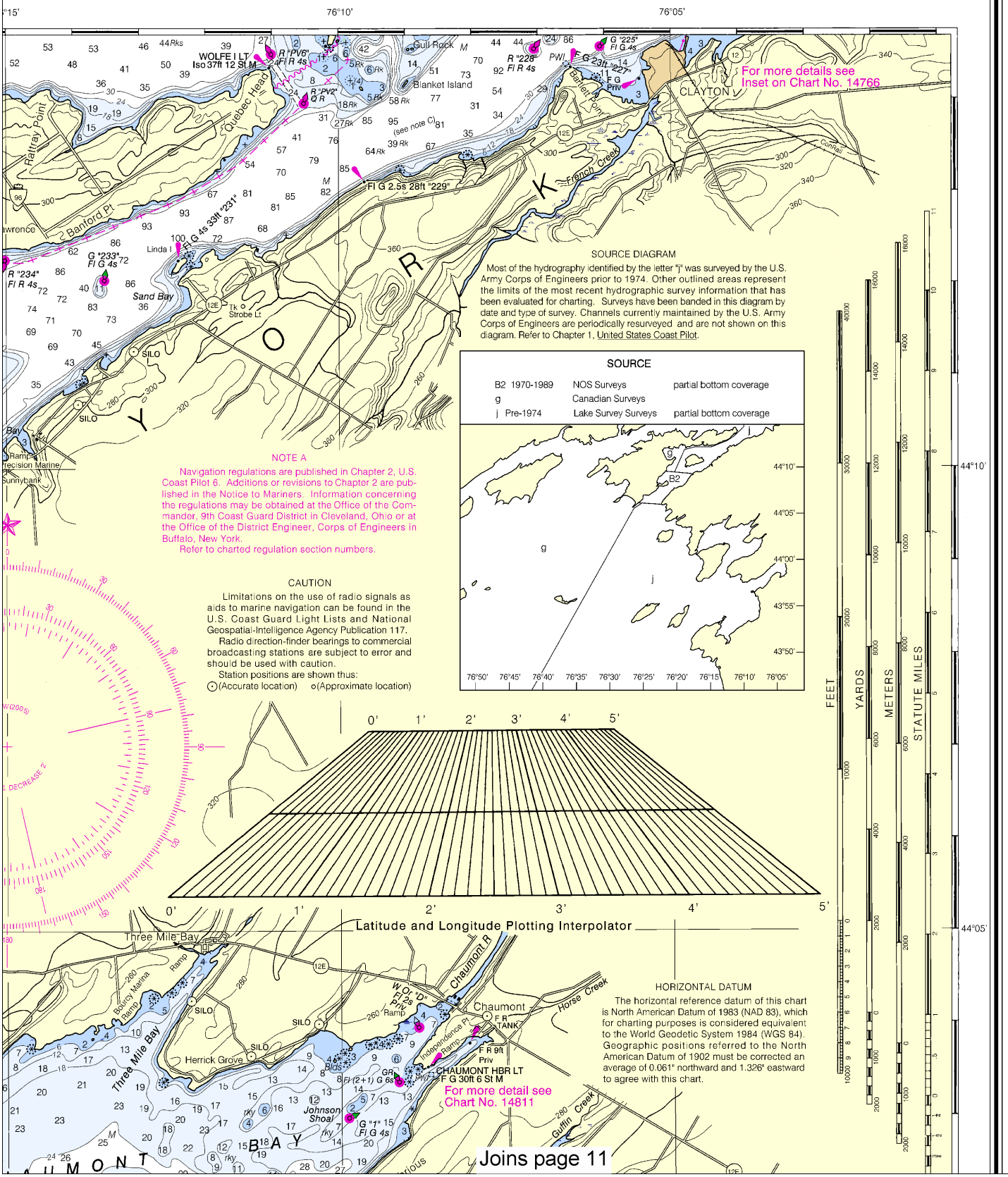


Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

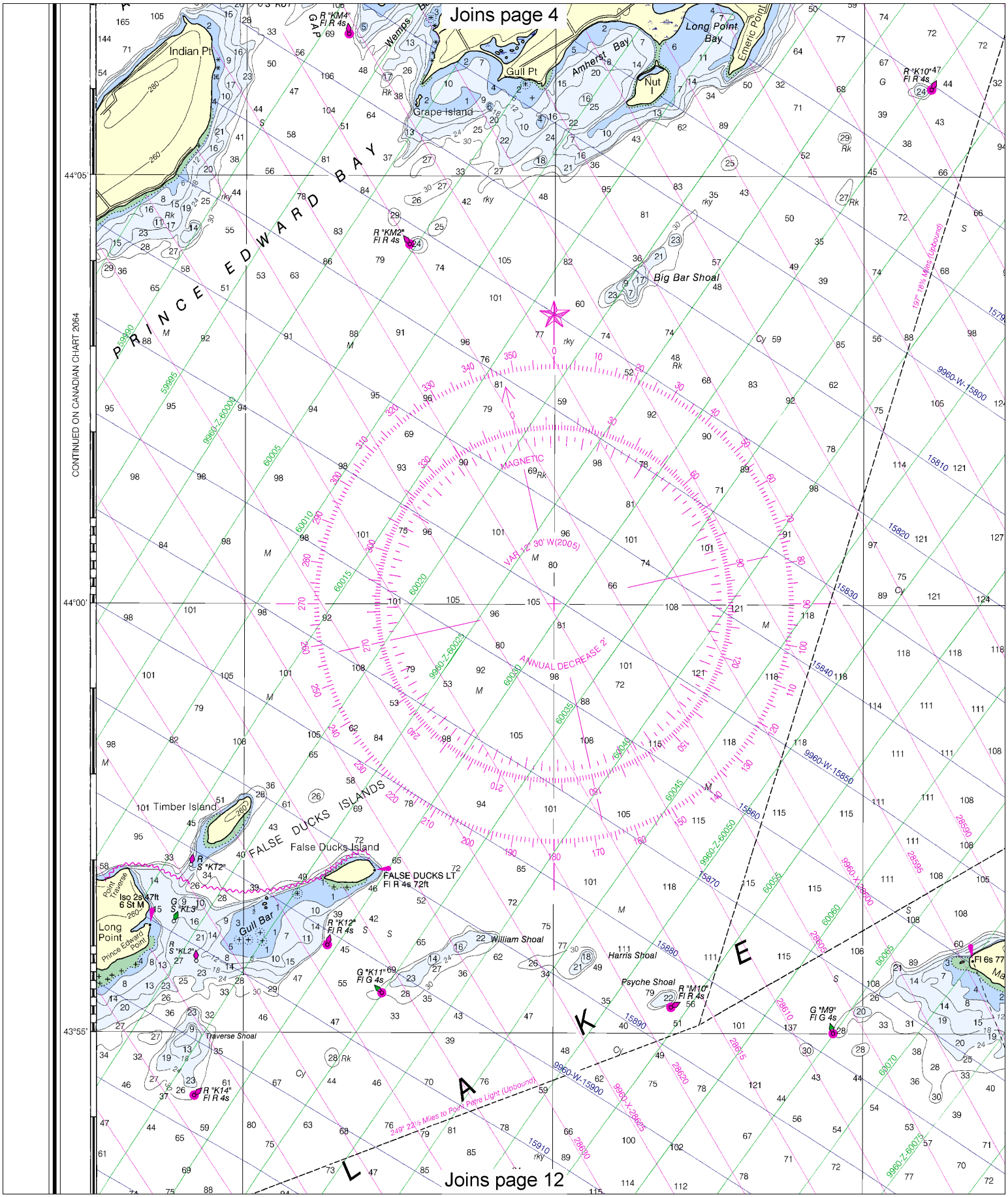
Nautical Miles

Yards

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

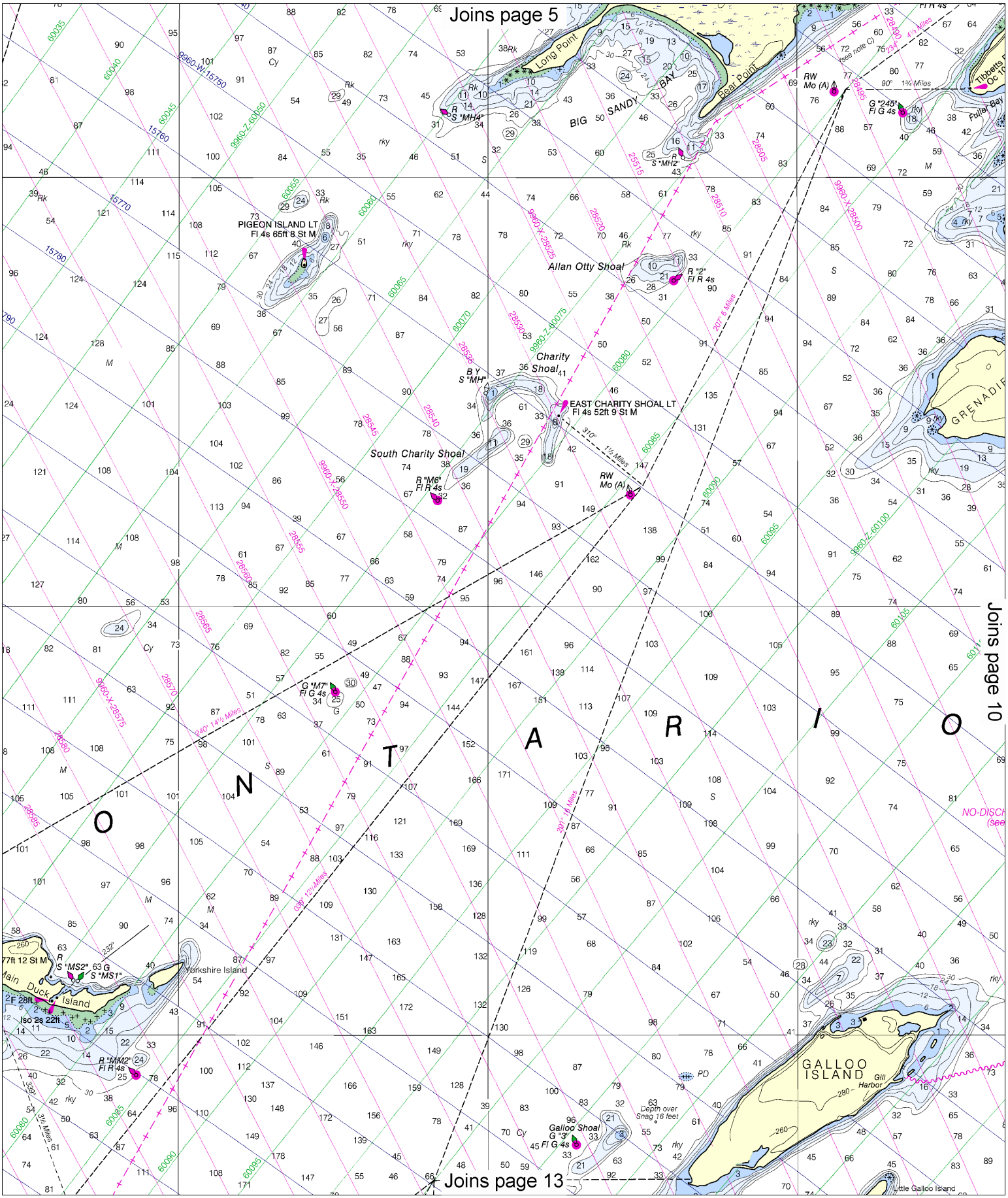
Note: Chart grid lines are aligned with true north.

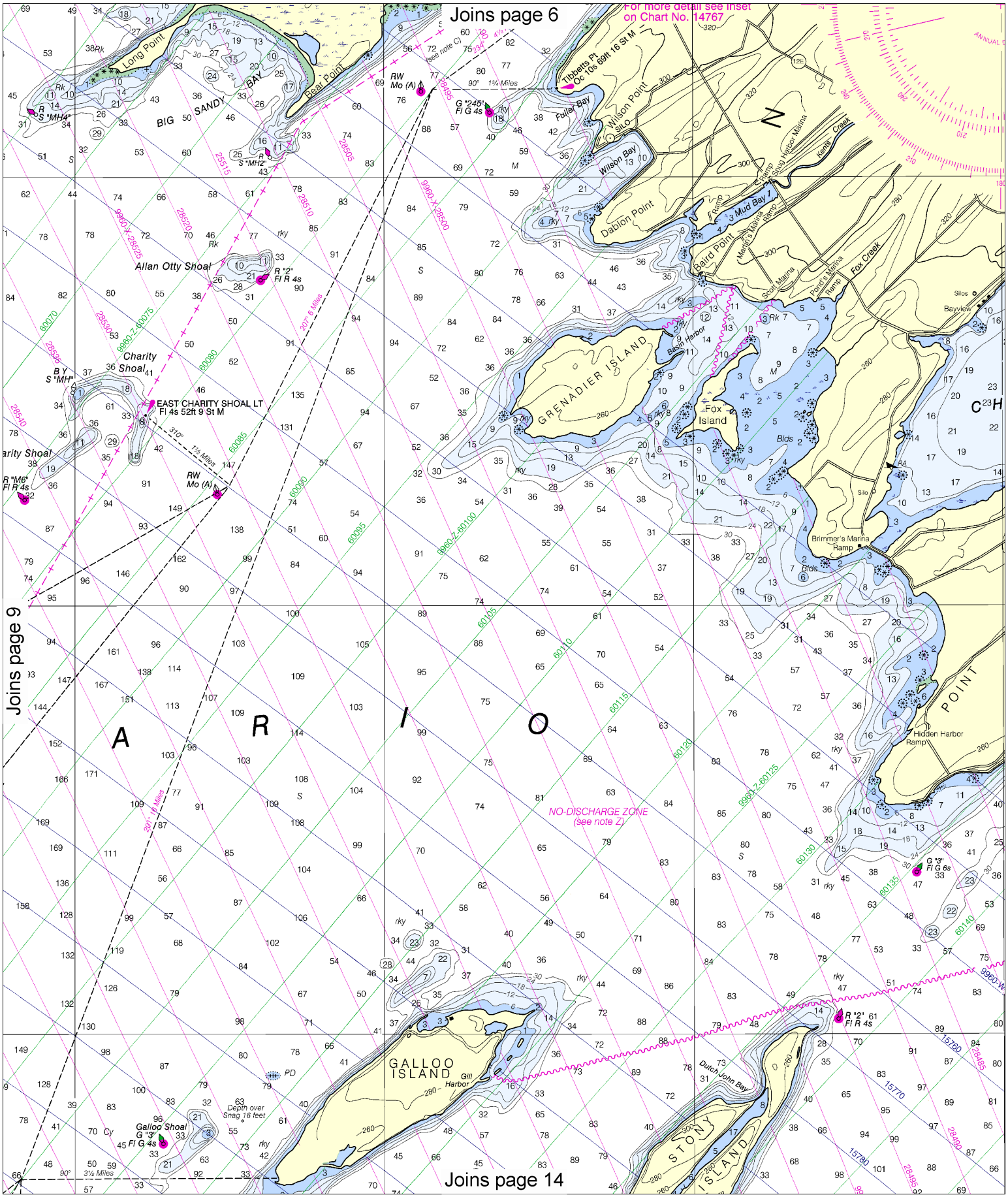
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Long Point
Bear Point
BIG SANDY BAY
PIGEON ISLAND LT
Fl 4s 65ft 8 St M
Allan Otty Shoal
R "2"
Fl R 4s
Charity Shoal
B Y
S "MH"
EAST CHARITY SHOAL LT
Fl 4s 52ft 9 St M
South Charity Shoal
R "M6"
Fl R 4s
RW
Mo (A)
G "M7"
Fl G 4s
G "245"
Fl G 4s
R "2"
S "MH2"
S "MH4"
Yorkshire Island
Main Duck Island
R "MM2"
Fl R 4s
Galloo Shoal
G "3"
Fl G 4s
GALLOO ISLAND
Gill Harbor
Little Galloo Island
Depth over Snag 16 feet
PD
GRENADIER
ONTARIO



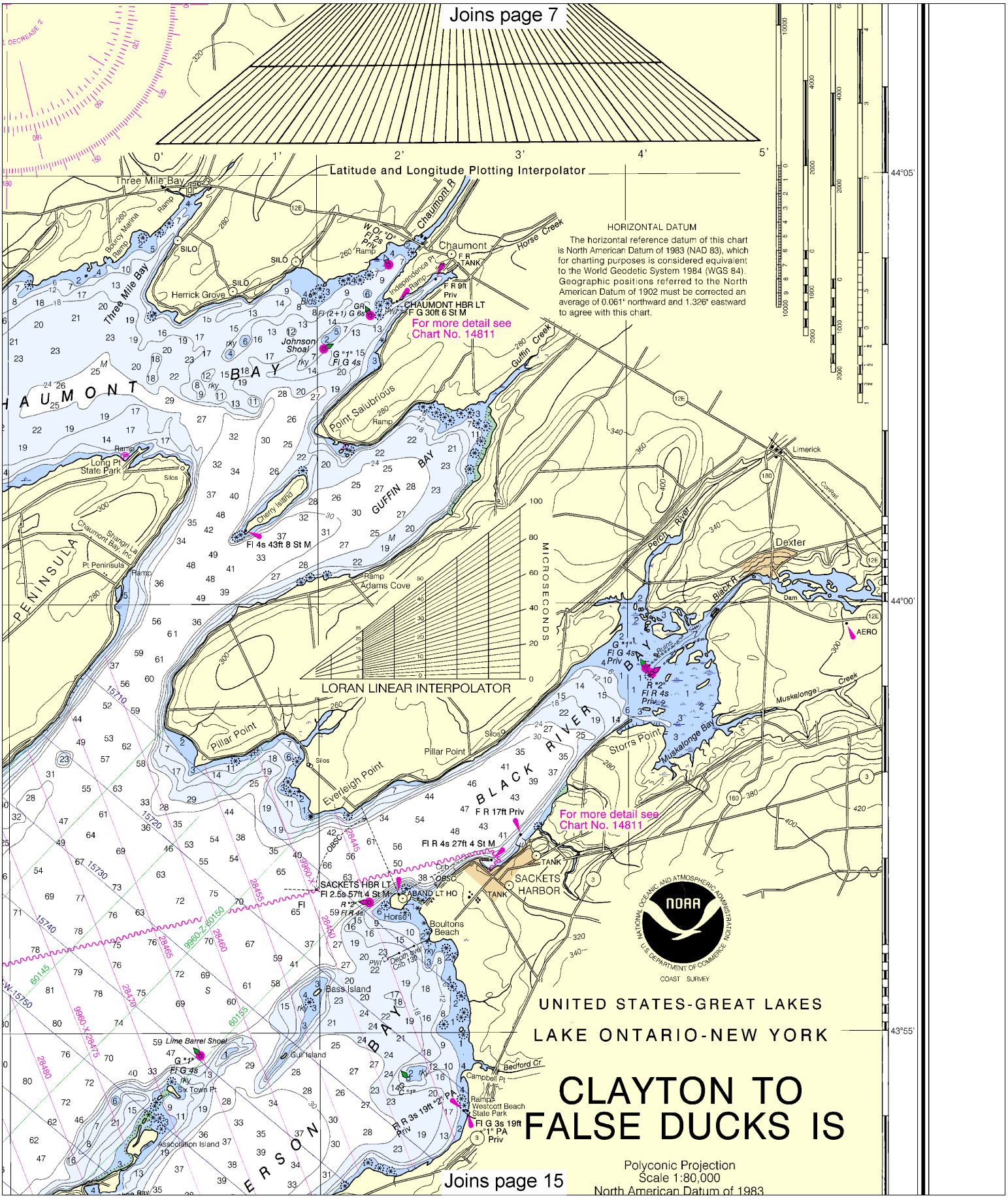
Note: Chart grid lines are aligned with true north.

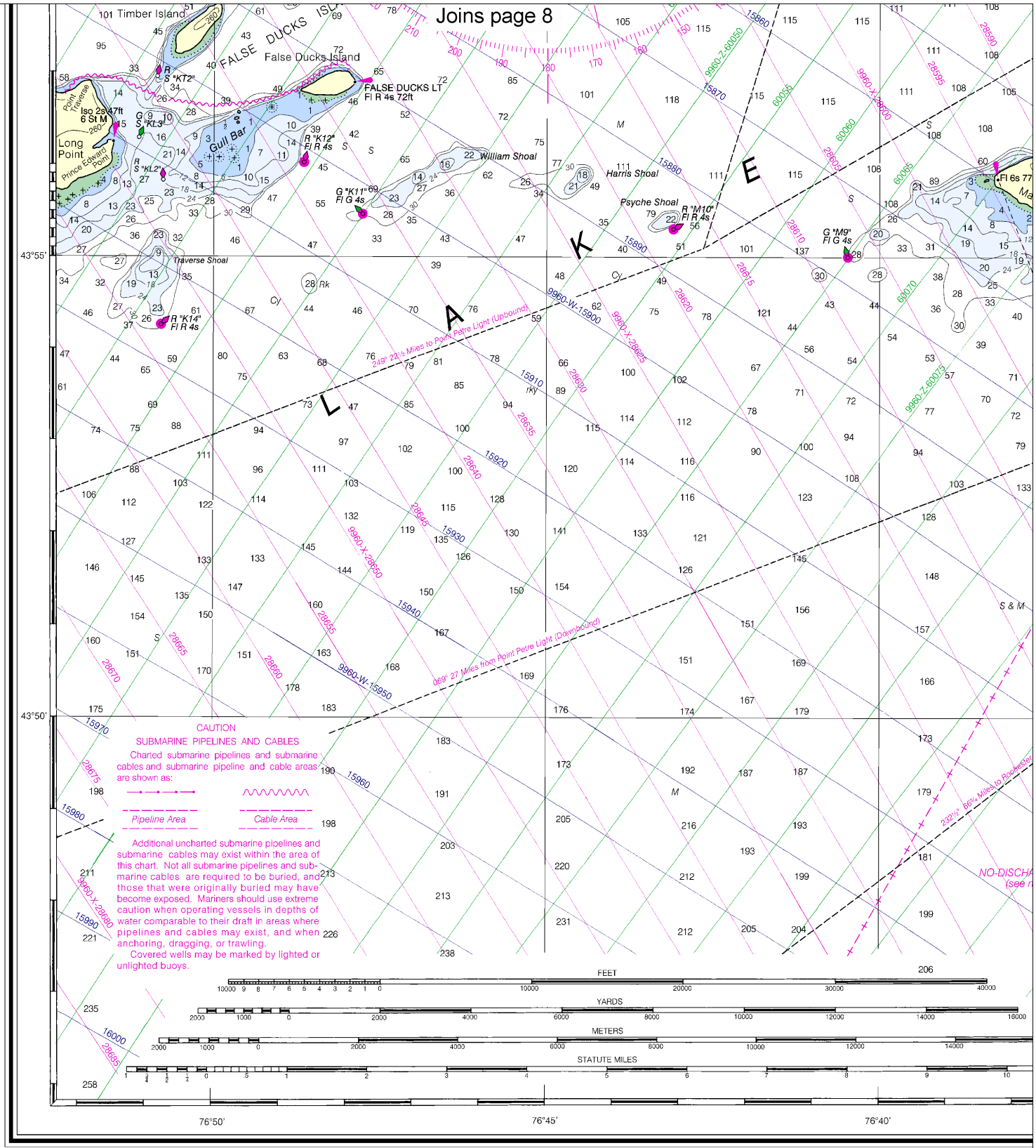
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000


Joins page 7
Latitude and Longitude Plotting Interpolator
0'
1'
2'
3'
4'
5'
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.061" northward and 1.326" eastward to agree with this chart.
LORAN LINEAR INTERPOLATOR
MICROSECONDS
Three Mile Bay
Herrick Grove
Chaumont
CHAUMONT HBR LT
F G 30ft 6 St M
For more detail see Chart No. 14811
Johnson Shoal
CHAUMONT BAY
GUFFIN BAY
Point Salubrious
Long Pt State Park
Cherry Island
Fl 4s 43ft 8 St M
PENINSULA
Pt Peninsula
Adams Cove
Pillar Point
Everleigh Point
Limerick
Dexter
Perch River
Black R
Dam
AERO
Muskalonge Bay
Storrs Point
BLACK RIVER BAY
F R 17ft Priv
Fl R 4s 27ft 4 St M
SACKETS HBR LT
Fl 2.5s 57ft 4 St M
ABAND LT HO
SACKETS HARBOR
Horse I
Boultons Beach
Bass Island
Lime Barrel Shoal
Gull Island
Six Town Pt
Association Island
Westcott Beach State Park
Bedford Cr
Campbell Pt
Joins page 15
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY
UNITED STATES-GREAT LAKES
LAKE ONTARIO-NEW YORK
CLAYTON TO FALSE DUCKS IS
Polyconic Projection
Scale 1:80,000
North American Datum of 1983
44°05'
44°00'
43°55'



31st Ed., Oct./05 ■ Corrected through NM Oct. 08/05
Corrected through LNM Oct. 04/05

14802

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN F

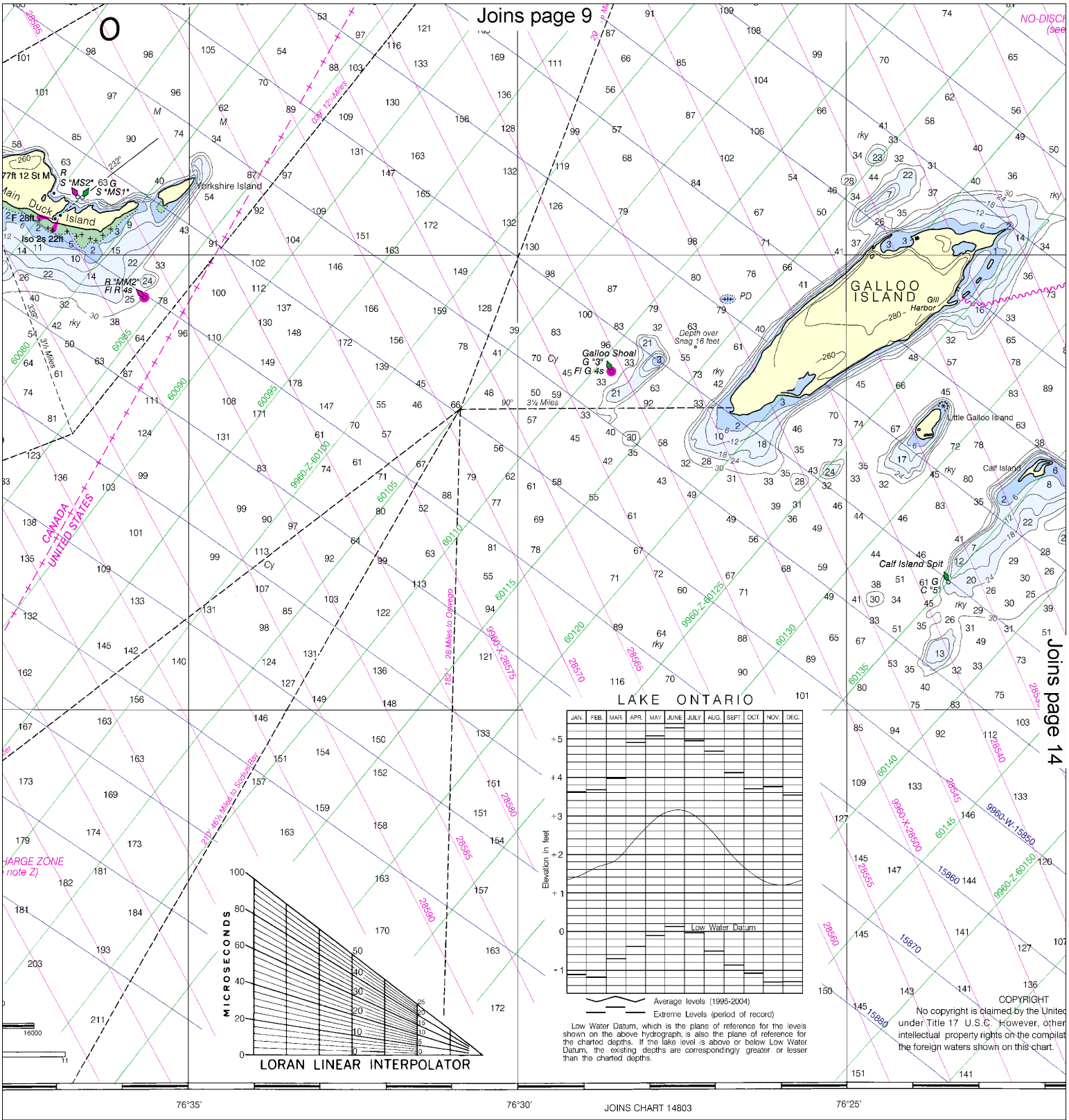
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

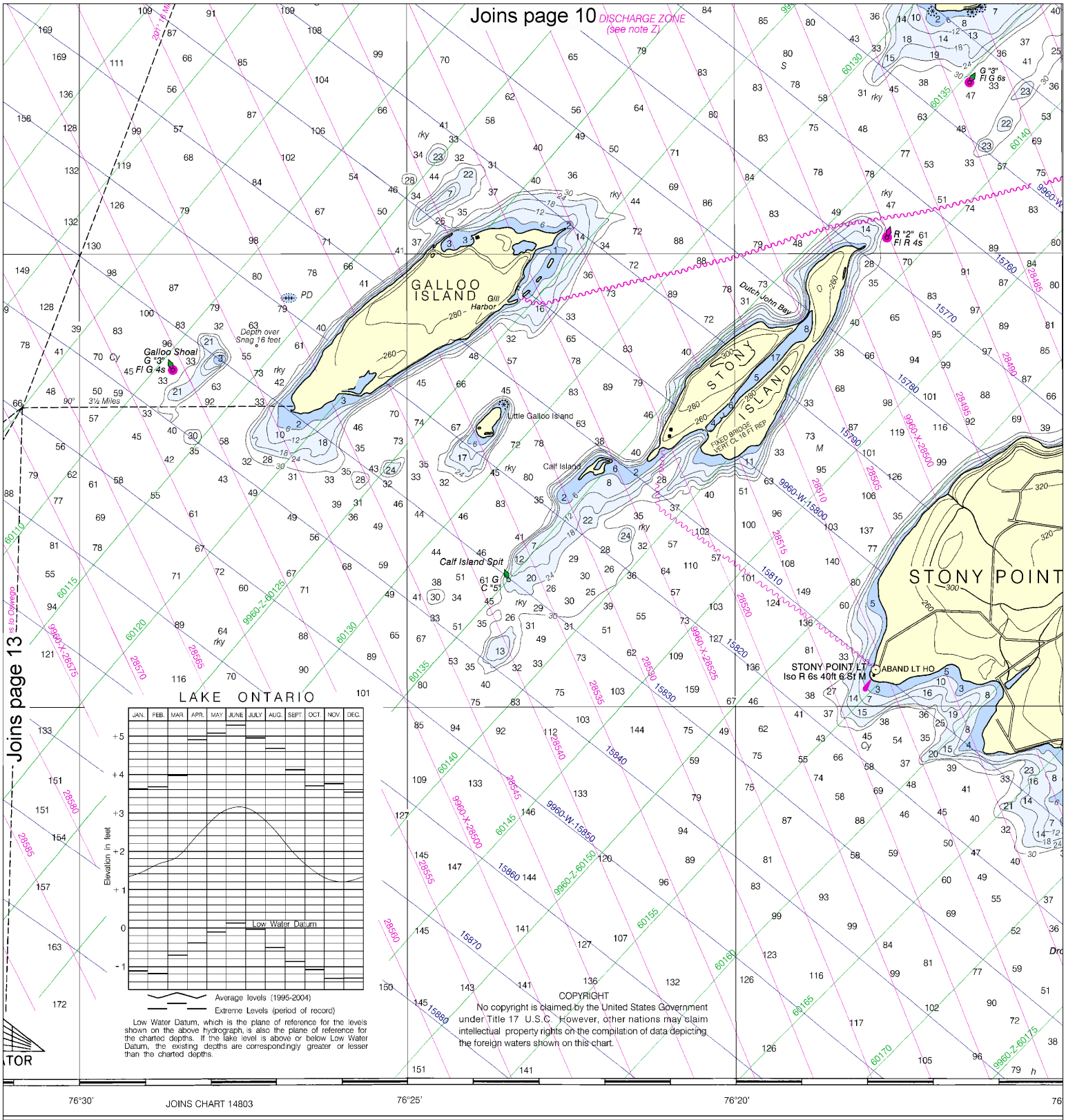
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13							

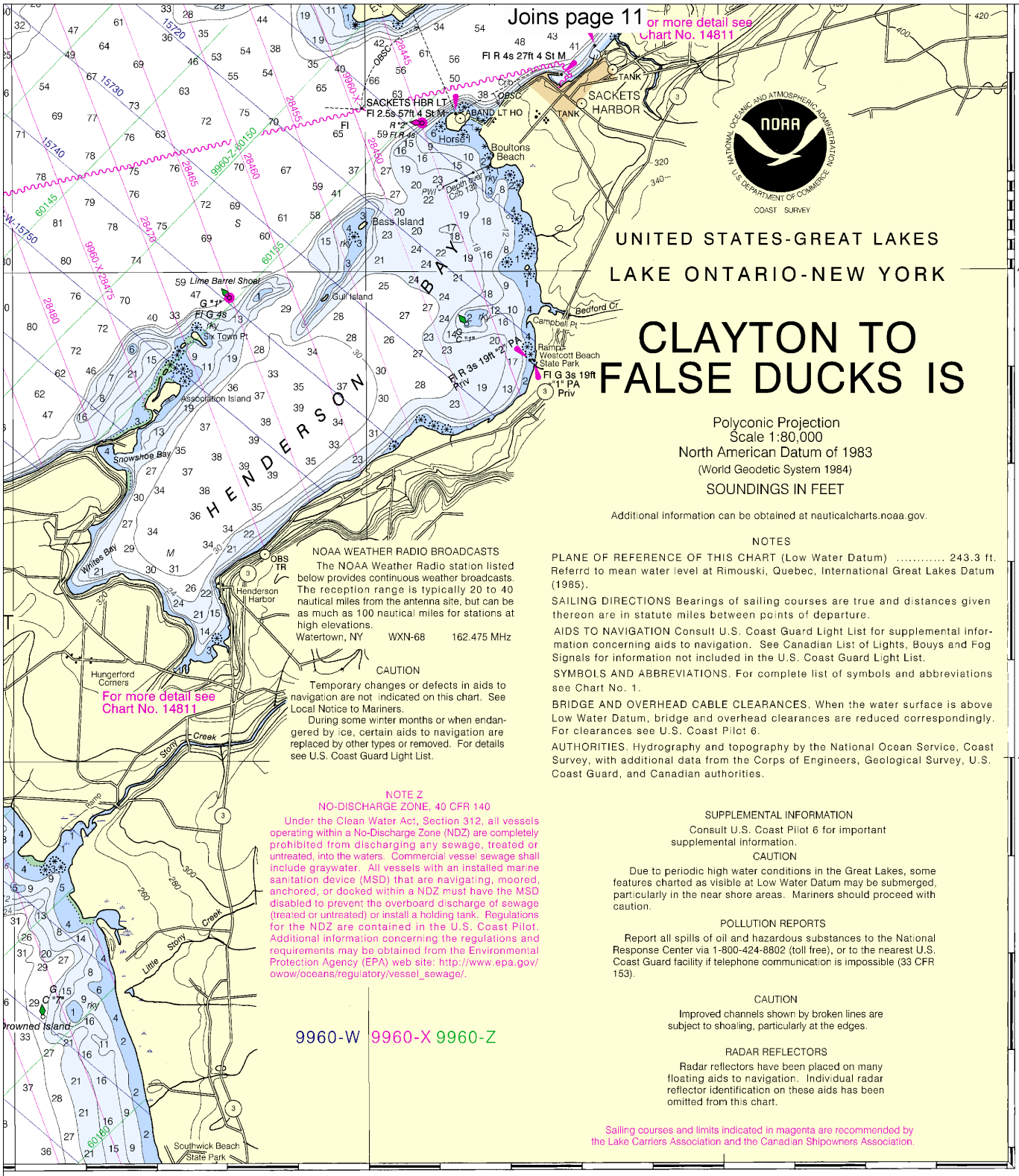
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000



UNITED STATES-GREAT LAKES

LAKE ONTARIO-NEW YORK

CLAYTON TO FALSE DUCKS IS

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft. Referrd to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Bouys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WXN-68 162.475 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

9960-W 9960-X 9960-Z

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

ED. NO. 31

NSN 7642014010563
NGA REFERENCE NO. 14XCO14802

Clayton to False Ducks Island
SOUNDINGS IN FEET - SCALE 1:80,000

14802
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

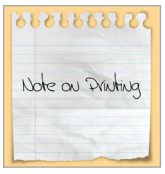
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker